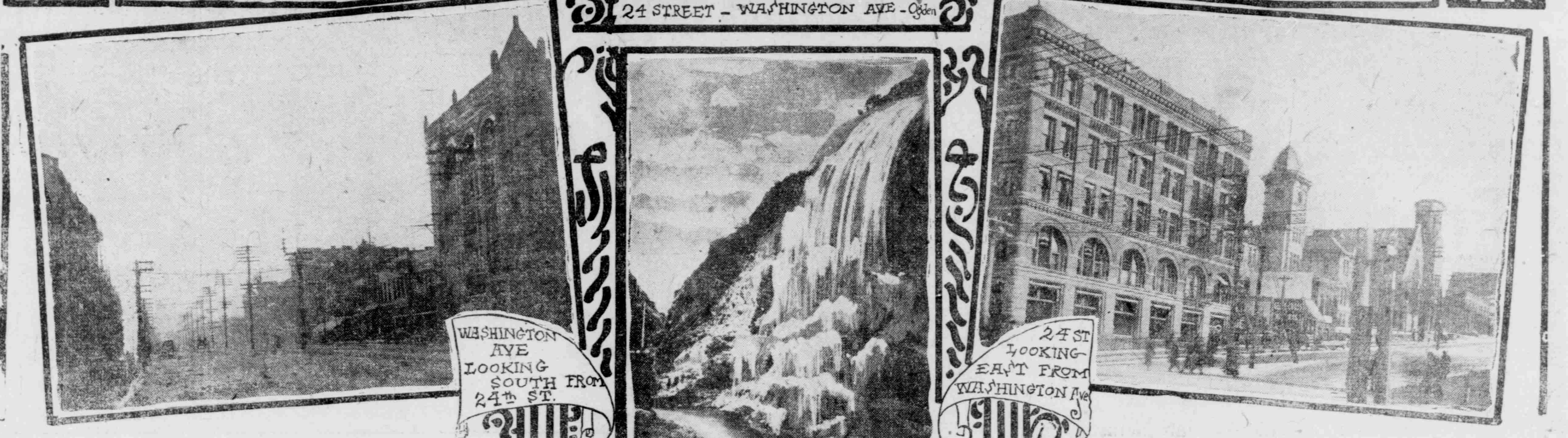


OGDEN RAILROAD AND INDUSTRIAL CENTER



One thing that invariably impresses people when they first arrive in Ogden is the city's importance as a railroad center. Coming into the Union depot on any of the lines running from the four points of the compass, the attention is first attracted by the great network of tracks that extend over many miles of territory. One by one the tourist sees the large shops, freight depots, commissary and office buildings and then the Union depot, the largest and most modern between Omaha, Denver and the coast.

Leaving the depot at the eastern approach, first one's attention is arrested by the beauty of the grounds, parked for a distance of two blocks, extending north and south. In the same direction the eye falls upon the large jobbing houses located here, for this is virtually in the heart of the jobbing center of the town. To the east is Twenty-fifth street, one of the main business thoroughfares of the place, and a fair idea of the business activity of Ogden is gained. Seemingly but a short distance in the same direction, one sees the Wasatch range of the Rocky Mountains forming a fitting background for the scene within the vision of the eye.

Beautiful Streets and Good Walks.

Walking east along this thoroughfare, the improvements for which the city is famed cannot escape the attention of even the most casual observer. There are many blocks of asphalt-paved streets and miles and miles of concrete sidewalks, curbs and gutters. Continuing on through the business section, the main residence district, which is located on what is known as "the bench," is reached. Here the many costly and modern homes of the citizens of Ogden are located. The wide streets, the large number of shade trees, the carefully kept lawns and the many beautiful parks share in forming an effect that for beauty is seldom equalled. It can be truthfully said that for business activity and beauty, Ogden stands second to none, for a city of its size, to any place in the country.

Nature Has Been Kind.

Nature has been extremely kind to Ogden. But three miles east of Ogden is the famous Ogden canyon, noted for its beauty and grandeur. Through the canyon the Ogden river winds its way and at the Ogden canyon mouth are located the Hot Springs from which the water for the Ogden canyon sanitarium, located a short distance to the west, is secured. An electric car line runs direct from the heart of the city to the canyon. The Ogden river approaches the city from the east, and from the south flows the Weber river. West of the city these two rivers combine and make their way to the Great Salt Lake. The waters from the two streams mentioned are used to irrigate the large tracts of arid lands in the surrounding valleys and have made possible the transforming of what was once a desert waste into a fertile farm and horticultural district. From these streams the water supply for the city is also secured.

Ten miles north of the city are the Hot Springs, where is located one of the most complete sanitariums in this section of the country. This resort is located at a junction of the Oregon Short Line and the Ogden & North Western railroad, giving an hourly suburban electric car service in addition to the steam road connections with this city. At a great expense this place was recently remodelled and it is now thoroughly modern. The medicinal qualities of the water are said to be the best, and some remarkable cures have been effected.

The business section of Ogden covers a wide area. Its retail houses compare favorably with those of the larger cities of the country. As a jobbing center it excels any city of its size in the west. A number of new concerns have located here during the past year and others have opened up branch houses. Those established here for some time have found it necessary to enlarge their buildings in order to properly handle the ever-increasing trade. The Campbell Commercial company of Logan, Utah, is removing its house to Ogden. This concern will do business under the name of The J. S. Campbell company, and they will handle wholesale groceries exclusively. The Pingree Brothers company was recently organized here, and they propose entering the wholesale field, doing a general mercantile business. A number of other firms also contemplate locating in this city, including Lyman Brothers' wholesale millinery house. The three houses mentioned came to their decision to locate in Ogden during the stringency of the money market, giving a fair indication of the city's stability. The addition of these three houses to the city's list brings the total number of jobbing houses up to more than eighty.

Big Cement Plant in Commission.

During the year just closed the big plant of the Union Portland Cement company, located at Devil's Slide, a short distance east of Ogden, was placed in commission, and it is now being worked to its capacity manufacturing a product for which the demand is increasing all the time. They employ many men and their general offices are located in this city. The Ogden Sewer Pipe & Clay company is about to reconstruct its plant, which was destroyed by fire more than a year ago. Trouble in settling the insurance claims has delayed the rebuilding, which, it is now announced, will be started by early spring. More than \$125,000 will be expended for the buildings and machinery alone.

Park Commission's Good Work.

The last legislature provided for the appointment of a board of park commissioners for cities such as Ogden. Mayor T. M. Conroy appointed as members of this board John S. Lewis, T. H. Carr and Bela Kadish, three of Ogden's most prominent business men. Although the board is yet in its infancy, it has done much good toward beautifying the parks of the city. The first work taken up by this commission was the improving of the northwest quarter of the city hall square. For years this spot has been an eyesore to the city. On account of the conditions by which it was originally turned over to the city the courts have recently held that it could be used for nothing more than a public purpose. The park commissioners have been successful in getting the square graded and transformed into a lawn with cement walks running through it. In the center a large fountain will be erected next summer. This improvement adds greatly to the beauty of the city. The same commission has caused to be removed from Lester park a number of the large poplar trees. Other trees will be substituted and the park beautified. This class of work will be taken up with vigor next summer, when a commission hopes to make a record for itself.

The other city improvements have not been as numerous as they were the preceding year. However, miles of additional concrete sidewalks, curbs and gutters have been built, and many of the highways have been improved. A considerable amount of this work has been laid out for the new year.

At the city election held Nov. 5 last, the men who will govern the city for the next two years were elected. Alexander L. Brewer, Democrat, was chosen as the head of the municipal government. Mr. Brewer is a prominent business man, and is largely identified with the canning industry of the state. The council for the same period will be equally divided. There will be five Democrats and five Republicans. All of the other city officers are Republicans. The council is composed of the following persons: First ward, John Austin, George W. Wilson; Second ward, H. J. Powers, C. J. Humphris; Third ward, Samuel Thomas, J. E. Dana; Fourth ward, Chris Flygare, Horace E. Peery; Fifth ward, G. A. Dickson, T. S. Browning. The other officers are: Recorder, E. P. Brown; treasurer, T. B. Furr; auditor, Florence O. Stanford; judge, J. D. Murphy.

Good Railroad Move for Ogden.
Most important among the improvements made during the year just closed are those made by the Harriman system of railroads. More than a million dollars has been spent in improving the holdings of this system alone, and there is yet more to be done. Between four and five years ago, that piece of track between Ogden and Sparks, Nev., known as the Central Pacific, and the line east from Ogden to Green River, Wyo., was turned over to the Oregon Short Line, that is, to be operated by that line. This was done, it was said, for the purpose of reducing the operating expenses, and for a time its purpose was accomplished. During the past two years the congestion of freight in the districts named was said to be due to a large extent to this consolidation, and within the past two months the segregation of the lines was ordered, the line east of here going back to the Union Pacific and that west from Ogden to Sparks, Nev., being turned back to the Southern Pacific. The Ogden yards, which were also operated under the management of the Oregon Short Line, have been turned over to the Southern Pacific. This change back to the old method makes Ogden a terminus for both the Union and Southern Pacific lines. All that is left for the Short Line is its own line running through this city north and south. The change above-mentioned increases the importance of Ogden as a railroad center, and brings to this place a number of officials heretofore located elsewhere. The office forces have also been increased, the change being wholly in favor of the city.

Owens Its Own Water System.
At an approximate cost of between \$80,000 and \$100,000, the Harriman system has constructed an independent water system. During 1906 this system acquired a water right in Taylor's canyon to the east of the city. During the early part of 1907 a large storage reservoir and a gravity pipe line was constructed through the city to the railroad property, a distance of 6.7 miles. This step was taken by the railroad people under the claim that excessive rates were being charged

them for water. The independent line will furnish them all the water necessary for all purposes for many years to come. The favorable action of the city in granting the railroad company the right to lay the pipe line is said to have had the effect of encouraging the railroad people to increase their holdings here. In fact, it is claimed that the gatekeepers to build additional large shops in this city at an early date.

New Freight Station Planned.
Among the other proposed improvements is the building of a new freight station. The plans are to build this at Twenty-fourth street and Wall avenue, the heart of the warehouse district, and away from the network of tracks, such as surround the present freight station. This structure will be one of the largest erected at any point along the line and will surpass any in the intermountain country. This structure has been under consideration for a long time, having been delayed on account of the uncertainty of the city's action regarding the granting of permission to build a viaduct across the yards at Twenty-fourth street. A franchise for this purpose is now pending. The reason that this interfered with the carrying out of the plans for the building of the freight depot is that the intention of the railroad company is to have a portion of the freight house or platforms extend across Twenty-fourth street and under the viaduct.

It is reported that the material for the building of the new freight station will be ordered and should be here in season to enable the railroad people to have the structural portion of the viaduct well under way by the end of next summer. The point where the viaduct will be built is one of the busiest in the local yards. The street crossing at this place has been a source of great danger for many years.

Electric Plant for Harriman.
The Harriman lines also have their own electric power plant, one of the most modern in the west. From this place all of the air and electricity used in the various parts of the big shops here, as well as for all other purposes at this point is supplied. This, like all other improvements made during the year, was constructed for the future as well as the present. At this time less than one-half of the capacity of the plant is necessary to supply the company's needs. All of the lights through the large yards, in all the building, and about the depot grounds are supplied from this plant.

A building has been erected here for the signal department. A portion of this structure is used for offices and the balance as a shop wherein all of the apparatus of the signal department is repaired, and the batteries recharged. Heretofore this work was done at the shops, but the business has increased to such an extent that it became necessary to provide a separate building.

Many miles of additional trackage have been laid in the local yards, and this work is not nearly half completed. Even with the increased amount of

tracks the great volume of business passing this point cannot be taken care of without considerable delay. It is expected that by the end of the new year the yard will have been completed. The intention is to make the Ogden yard one of the largest in the west.

Gould Will Now Get Busy.

It is expected that the Gould people will get busy at once constructing their new freight depot between Wall and Lincoln avenues, on Twenty-fourth street, where they purchased land for this purpose more than a year ago. The proposed viaduct of the Harriman lines has prevented the Gould people from going ahead with their plans on account of not knowing how far on Twenty-fourth street the city would allow the opposing line to extend so as not to materially interfere with the plans of the Gould people, and it is expected that the coming year will see the beginning of work on this building.

It is also reported that the large shops of the Pacific Fruit Express company, a Harriman concern, will locate in Ogden. Options on a large amount of real estate have been secured by agents of the railroad company, and it is claimed that this has been obtained for the purpose mentioned. This property is located in the southwestern part of the city, an ideal location for shops of this kind. Ogden's location with respect to the railroad of the intermountain country lends weight to the belief that these shops will be constructed here. Should they be built at this point, it will mean the bringing to Ogden of a large force of skilled workmen.

Work of Interurban Companies.

The Ogden & Northwestern line, running from the city limits to the Hot Springs, a distance of ten miles, has electrified its road, adding an interurban line to the city's street car system. The Ogden Rapid Transit company is building a large barn near the site of its former power house at Nineteenth street and Washington avenue. The Salt Lake & Ogden railway, which is constructing an interurban line between Salt Lake City and Ogden, has completed its tracks to within three miles of the city, and it is expected that by spring the road will be operated all the way through. A bridge across the Weber river, near Riverdale, is now being built by this company. When this has been completed the completion of the road will be a matter of but a short time.

Another industry that has a prominent place in Weber county's list is the sugar industry. On Sept. 12 the plant of the Amalgamated Sugar company, located here, commenced its run for this year. It will probably continue the grinding of sugar beets until the latter part of January. For delivery to the Ogden factory 4,500 acres of beets were contracted for. It is estimated that the harvest from this acreage will reach 63,000 tons of beets, which are paid for at a flat rate of \$4.50 a ton. The total sugar output will reach 11,000,000 pounds. More than \$200,000 is expended annually for

beets and \$100,000 for labor. The Ogden factory employs about 250 persons.

The season just closed has been one of the best in the history of the industry in the state for the sugar beet growers. Heavy rains in the spring flooded some of the lands in the county, making them unfit for beet raising, but otherwise the climate conditions were decidedly favorable. The presence of a sugar beet farmer in the county is a new thing. In some places the beets averaged as high as thirty tons to the acre.

Many New Cottage Homes.

The growth of the city during the year has been steady and substantial. More than 200 cottages have been erected. The construction of large buildings, however, has been limited. The large building being erected by John Scowcroft & Sons is nearing completion and will be ready for occupancy within a short time. The H. L. Griffin company has built a large new and modern warehouse on Wall avenue. Several other structures of minor importance have been erected. The number of building permits issued during the year was 250, aggregating in cost close to a half million dollars. Never before in the history

of the city has there been such activity in cottage building. All of these are supplied with modern conveniences. Notwithstanding the large number of cottages erected, the demand for houses is still great, many families being forced to occupy a few rooms until they have an opportunity to secure a house.

A fair idea of the city's growth in population may be secured from the increasing demand for houses. The 30,000 mark was long since passed. Notwithstanding the financial stringency, the demand for real estate has been great and many persons heretofore renting houses are building their own homes. The local banks have weathered the financial storm in good shape and are reported to be in first-class condition.

Big Business at the Postoffice.

Greater than ever before has been the volume of business handled by the Ogden postoffice during the year just closed, demonstrating clearly the need of the new federal building now in course of construction. An additional appropriation made by congress for this structure has delayed its completion, and plans are now being prepared for an extensive addition to be built on the north. The following comparative statement will show the volume of business handled by the local office:

Money Order Account.

No. Orders	22,919	21,882	1907	1906
Money orders issued	\$250,119.23	\$250,119.23	\$250,119.23	\$250,119.23
Fees for issuing same	1,650.96	1,650.96	1,650.96	1,650.96
Money orders paid	\$250,119.23	\$250,119.23	\$250,119.23	\$250,119.23
International M. O. issued	5,728.38	5,728.38	5,728.38	5,728.38
Fees for issuing same	57.28	57.28	57.28	57.28
International M. O. paid	2,210.43	2,210.43	2,210.43	2,210.43
Money order deposits from subsidiary P. O.'s	180,894.42	180,894.42	180,894.42	180,894.42
Totals	\$784,065.46	\$784,065.46	\$784,065.46	\$784,065.46

Postal Account.

Amounts received for stamped paper	\$ 63,289.74	\$ 63,289.74
Amounts received for second and third class material	2,403.34	2,403.34
Paid railway postal clerks	55,002.51	55,002.51
Paid office clerks and carriers	31,812.88	31,812.88
Combined totals	\$152,514.47	\$152,514.47

Registry Business.

Through registry pouches, received and dispatched	18,728	16,754
Desk and carrier deliveries, main office and stations	19,630	12,829
Total number registered articles handled	294,061	294,061
There being handled in the mailing department about 20,000 letters and papers per day.		

State Institutions Do Well.

Located at Ogden are two state institutions—the state school for the deaf and blind and the state industrial school. Both of these institutions have made rapid strides during the past year toward a higher grade of efficiency, and each, as compared with other institutions of the kind throughout the country, occupies a place in the foremost rank. Extensive improvements have been made at both institutions, and more are contemplated.

At the school for the deaf and blind 106 pupils, eighty-six of whom are deaf, are enrolled. Various trades are taught the male pupils, and domestic science and needlework are taught the girls. This, of course, is in addition to the book learning. One of the achievements of the school, developed to a high standard, is the formation of a complete orchestra composed entirely of pupils from the department for the blind.

Eighty boys and nineteen girls are enrolled at the state industrial school this year. This institution has been made into a school of learning, and as much of the prison effect as could safely be eliminated has been done away with. The military drill established there a year ago has been a success, and is one of the features. The company at the school is equipped with

rifles and other military paraphernalia. Ogden's public and private schools have been keeping pace with the growth of the city, and today the school system is pointed to with pride by the residents of the city. The highest grade of efficiency possible to be brought about has been attained. The school buildings are all of modern construction, careful attention having been paid to sanitation during their construction. One by one the old buildings originally established, and long outgrown, have been abandoned and the more modern school houses substituted. The increased enrollment each year means that additional schools will have to be built at once. At this time the board of education has in mind the construction of a new high school and one or two new grade schools. It is probable that the high school will be built within the new year. The intention is to issue \$100,000 bonds to secure the necessary funds for this structure. The present high school is scarcely large enough at this time to accommodate the many pupils enrolled there. Military training has been made one of the features of this institution.

The total enrollment of the city schools at the present time is close to 5,000. The number of teachers engaged

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